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[a27-6]

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Hongkong, July, 1912. [157]

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Hongkong, 1st September, 1910. [a39]

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Kowloon, 27th June, 1912. [a536]

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Hongkong, 31st July, 1907. [1576]

TELEGRAMS.

[DAILY PRESS' EXCLUSIVE SERVICE.]

THE EMPEROR OF JAPAN.

CRITICAL ILLNESS.

Tokyo, July 21st.

The condition of H.M. the Emperor is serious.

An official bulletin states that His Majesty suffered from stomachic troubles on Sunday last and became subject to fits of drowsiness. The symptoms developed by Thursday and on Friday His Majesty became unconscious and suffered acutely from cerebral pains. His temperature rose to 105, and his pulse to 104.

The physicians are agreed that His Majesty is suffering from urino poisoning.

The announcement cast a gloom over the entire country. Theatres were closed, and entertainments were abandoned. There were heavy falls on the Stock Exchange.

Princes and others intimately associated with the Court, who were away on holiday at the time, have returned to the capital.

Prince Katsura, now in Europe, may be recalled in consequence of the critical condition of the Emperor.

A bulletin issued at 10 o'clock this morning states that the condition of His Majesty shows a slight improvement.

[A Reuters' message describes the illness as typhoid.—Ed.]

PLOT TO ASSASSINATE PRINCE KATSURA.

Tokyo, July 21st.

The Vladivostok correspondent of the *Asahi* reports that 103 Koreans have been arrested at Harbin and other points on the Siberian railway accused of plotting to take the life of Prince Katsura.

FOUNDING OF A WRECKED CRUISER.

Tokyo, July 21st.

The cruiser *Nanika*, recently wrecked on the Kuriles, has foundered.

[THROUGH REUTERS' AGENCY.]

GERMAN CROWN PRINCE.

LONDON, July 21st.

It is stated in the Berlin newspapers that the Crown Prince is projecting a visit to the German Colonies in Africa. He may represent the Emperor at the opening of the last section of the Tanganyika Railway in 1914.

SHAMEN MUNICIPAL COUNCIL.

A meeting of the Council was held on Thursday, the 18th July, present:—Messrs. T. E. Griffith (Chairman), C. Ahrendt, D. H. Gilman, O. V. Lanning, R. C. Martin and the Secretary, R. T. Matheson. In connection with the water supply scheme, Mr. F. R. J. Adams, the Council's Engineer, also attended. The minutes of the last meeting were read and confirmed.

SHAMEN WATER SCHEME.

Mr. Adams read a letter from the Candy Filter Co., London, giving a guarantee that the Candy filters with which they were supplying the Council would do the work laid down in their specifications.

STEEL JETTY.

It was reported that the time of delivery of the steel work had been discussed with the two firms whose tenders were considered at the last meeting, and the contract given to Messrs. Dodwell & Co.

The CHAIRMAN mentioned that the placing of this order completed the orders for all the machinery and materials necessary for the filter plant. The foundations will be started in a few weeks, so as to be ready for the arrival of the various parts of the plant.

SANITARY.

A letter was read from the Consul-General stating that the Council's suggested alterations to By-laws 23 and 24 had been approved by H. M.'s Minister at Peking. The alterations provide for sterner measures to be taken by the Council in the interests of the public health against householders who do not keep their property in a sanitary condition.

The revised By-laws will be sent to all ratepayers in the form of a circular, together with a letter from the Medical Officer giving certain recommendations for sanitary improvements.

POLICE.

The CHAIRMAN submitted to the meeting letters of complaint he had received from a Chinese against the Municipal Police. As, however, the complainant gave no address or indication as to his identity, it is impossible to take up the matter unless he comes forward to confirm his accusations.

DEFENCE.

Correspondence was read which showed that the naval and military authorities consider the Defence Corps an essential

RANDOM REFLECTIONS.

The hoisting of the typhoon signals on Friday serves to remind me of a communication received earlier in the week on the subject of the silting up of the typhoon shelter at Causeway Bay. The tides have been low during the week, as many of my readers will no doubt be aware, and the statement was made to me that if the typhoon signals had been hoisted on Wednesday or Thursday, say, at 3 p.m., not 10 per cent. of the boats the shelter is designed to accommodate could have got behind the seawall before 8 p.m. Consequently if the typhoon approached the Colony suddenly, like that of 1900, the reader can readily imagine what would have been the fate of 80 per cent. of the craft which hasten to Causeway Bay when the signals are hoisted. At high tides, of course, the craft can easily enter the shelter, but it is the obvious duty of the authorities to see that this is possible at all states of the tide. The shelter, I understand, is silting up very rapidly, and, to make matters worse, I hear there is some intention of laying up the Government dredger in the shelter. I suggest to the powers-that-be that a big scandal may be avoided if the dredger is speedily put to work in the shelter, instead of being laid up there.

Appropos of the subject of dredging, and the warnings given in the *Daily Press* from time to time during the last two years, concerning the apparent need for dredging in the harbour, in view of the growth in the size of steamers calling at the port, I trust those who have rather pool-pooled the plea for urgency will have noted that the N.Y.K. *Mekima Maru* could not get away from the wharves on Thursday for three hours after her advertised time of sailing, owing to insufficient depth of water. I hope also that they observed the great stirring up of mud caused by the P. & O. *Devon* when she left her moorings on Saturday. These facts speak for themselves.

May I suggest to the Naval Authorities that the red signals hoisted on the *Tamar* need painting a brighter red? On the Peak it is almost impossible to distinguish red signals from black on the receiving ship. It is of interest to note that the Peak Tram Co. has come to the help of its patrons. The signals are now shown at the upper tram station, and on the signals letters are painted indicating the direction of the typhoon.

When H.E. Sir Frederick Lugard laid before the Legislative Council his last Budget Statement he mentioned that the Government Offices (i.e., the Post Office and the offices on the upper floors), had disappeared entirely from the expenditure list—whereat there was a sigh of relief for the building had proved enormously costly! But a few weeks later it came to my knowledge that the contractor was still pressing a claim against the Government in respect of this building, for a sum of about \$40,000 and I inquired in this column whether this little matter had also been wiped off the slate. There was no answer until the 28th December last, when the Council voted a supplementary sum of \$84,522, which the Chairman, in reply to the Hon. Mr. Osborne, said he understood would complete the Government's liabilities in respect of the Post Office. The vote was on account of sums already expended. The Director of Public Works then explained that there was still a claim of "roughly \$40,000" by the contractor, which had not at that time been dealt with. I now learn that during the past week the contractor has received a cheque for \$23,000 in settlement of this claim, but I have seen no financial vote of this sum in the records of the Legislative Council. That has yet to come, I suppose!

By the way, the Commission which was appointed last December "to inquire into the whole of the circumstances of the various supplementary votes which have been asked since the inception of the Post Office and Law Courts undertakings," seems an inordinately long time in making its report to the Council. Why is it? This Commission consists of the Colonial Treasurer as Chairman, Col. St. John, the Hon. Mr. Ross, and the Hon. Mr. Murray Stewart. Six months would appear to be long enough for so limited an inquiry. People have begun to think that the Commission has quietly passed out of existence after making a confidential report. I believe there is no truth in this. In any case the taxpayers are entitled to know the findings of the Commission. Perhaps an Unofficial Member will kindly inquire at the next meeting whether the inquiry is really completed or not; and also whether

I observe that the Hon. Mr. Alabaster has been appointed as "Editor of the newly-revised Laws of Hongkong." The revision of the Laws by the late Chief Justice cost the Colony, only a couple of months ago, \$15,000. Taxpayers will be interested to learn what it will cost to edit the newly-revised Edition of these Laws and also why a revision of the newly-revised laws has been deemed to be necessary.

An item of news in the *Daily Press* one day this week relating to the investigation by the Indian Medical Authorities into the possibility of the appearance of yellow fever in the East after the Panama Canal is opened, had an editorial note appended to it suggesting that the Medical Authorities in Hongkong should not ignore this possibility. I do not know that the possibility of infection will be any greater after the Panama Canal is opened than it is to-day, but it will be reassuring to the community to know that the subject has been under consideration for many months past by the Medical Department of the Government in Hongkong. I understand that the reason for Dr. Macfarlane's temporary appointment as Assistant Medical Officer of Health, announced in the current issue of the *Gazette*, is simply to confer upon him certain powers for the prosecution of his investigations in this connection. There is at the present time, I imagine, a by no means inconsiderable number of Chinese coolies reaching Hongkong in the course of twelve months from South American regions where yellow fever prevails, but the long sea voyage seems an effective barrier to the importation of the dread disease into Asia. The American Medical Commission which has been at work in the Panama Canal region has succeeded in rendering the Canal zone absolutely free of this terrible scourge to which so many lives were sacrificed in the early efforts to construct this important link between the Pacific and the Atlantic.

The acoustic inconveniences of the Law Courts became more generally known during the past week in consequence of the large numbers of the public present on the day of the opening of the Criminal Sessions. Those who were fortunate enough to be seated in front of the dock might have heard what his Lordship the Chief Justice said, but none of the utterances that came from the bar or the dock could have been intelligently heard, even from that favoured position, while to the hundreds in the well of the large Court the proceedings must have been rather like a cinematograph exhibition.

In our courts of justice in Hongkong, we have become familiarised with most of the Chinese oaths. The most notable one is swearing by the cock's head, and readers will perhaps remember that a few years ago certain litigants actually employed this form and reported the matter to his Lordship. An oath, taken on the cock's head, which is chopped off, is regarded much more seriously by the Chinese than the simple declarations of our courts. Apparently the idea of shedding blood is essential to an oath which Chinese regard as binding, as was demonstrated in a fresh manner at the Supreme Court on Friday when one of the men condemned to death for murder offered to bite his finger and on his blood swear his innocence.

The subject of oaths reminds me of an amusing incident which occurred when the jury was being sworn in on Thursday in the Supreme Court. The first juror sworn happened to be a Jew, and, as is customary, the oath was administered to him with his hat on his head. The next juror, who was obviously making his first appearance in that responsible position, took the Bible in one hand and placed his topee on his head with the other! The court usher was so surprised at this unexpected incident that he seemed to lose his voice, but by vigorous signs he indicated to the inexperienced one to remove his headgear and the oath was then administered in proper form.

The Indian whose prompt action in throwing up the arm of the miscreant who attempted the life of the Governor is a plucky man whose deed is not likely to be forgotten, but an act of perhaps greater bravery, though not done in the limelight, was performed by an Indian district watchman the following day when, single-handed, he tackled two Chinese armed with knives who had committed an armed robbery. He captured them both, recovered the stolen property, and with the assistance of another man took them to the Police Station. The Puisne Judge commended the Indian for his bravery, but I think the Government

THE UNIVERSITY HOSTEL OF THE CHURCH MISSIONARY SOCIETY.

In our columns of to-day's issue appears the announcement that the Church Missionary Society expects soon to open its new Hostel for the reception of Chinese students attending lectures in the University of Hongkong. The building has been erected by the Society on land hitherto occupied by the Baxter Mission Girls' School, "Fairlea," which is now being transferred to other premises.

For several years the C.M.S. has had considerable part in the work of Education in this Colony, being responsible for the control of St. Stephen's College, and the C.M.S. Girls' High School. It, therefore, gave a commendably prompt response to the invitation of Sir Frederick Lugard that it should aid in making the proposed University a success by undertaking to establish a Hall of Residence for undergraduates. The credit for the readiness and heartiness of the response is due, we believe, in no small part to the enthusiasm and experience of the Ven. Archdeacon Barnett, Warden of St. Stephen's College.

We remember that it was at a prize-giving in St. Stephen's College that Sir Frederick Lugard made the historic speech that elicited Sir H. Mody's very generous offer to erect the buildings for a University. It is fitting that the C.M.S. should have the credit of being the first to open a Hostel in what we hope will some day be the famous University of Hongkong.

We understand that a list of applicants for rooms is already in process of formation, and that several names have been received already. Therefore, students wishing to secure a place would do well to apply at an early date to the Warden.

AMERICAN CONVICTED OF FALSE PRETENCES.

At the Magistracy on Saturday Mr. Melbourne resumed the hearing of the charge against Frederick Charles White Warriner of obtaining twenty dollars gold by false pretences from Esther Rubenstein.

Mr. F. B. L. Bowley appeared for the prosecution, and Mr. Russ defended. Defendant, under cross-examination, said his name was Charles Frederick White Warriner. He had done work as an actor, but he was Doctor of Science and Philosophy, and had done microscopical research work. He came to Shanghai and Hongkong in order to see what prospects there were for starting cinematograph theatres. Defendant was cross-examined as to the time at which he received the \$318 from Mrs. Rubenstein and the time he returned the money. He had given Mrs. Rubenstein a receipt for the money she handed him, but in the excitement of seeing the new Governor he forgot to get it back from her. Defendant was then questioned as to the purchases he made when he accompanied complainant to an Indian shop. He swore he did not spend \$60 there, but \$30. Next morning he paid his bill, which was between \$30 and \$60, and went on board the steamer for Manila. He paid \$102 for the passages of his wife and himself.

On the 4th July your name was C. Frederick White. On July 5th you signed as H. A. Warriner. Did you forget your name?—No. Explained at the last court why I did that.

Have you seen a paragraph in the *Daily Press* inspired by W. H. L. Warriner who disclaimed that he was the same person as you?

Mr. Russ objected to the question and also to the disclaimers being read by Mr. Bowley if the matter was not being called.

Mr. Melbourne disallowed the objection on Mr. Bowley stating that he was not putting it in as evidence.

Defendant said he remembered a Mr. Warriner on the s.s. *China*. He thought he joined the ship at Yokohama but was not sure.

Didn't you say you hadn't any money but expected a remittance?—No; I said my next remittance was in Manila. I said that because people had bothered me to lend them money.

Had you any means of receiving any money in Hongkong?—I didn't need it.

Did your remittance meet you in Manila?—No, the boat with the mail was not to come in until the 16th or 17th from the States. When I arrived at Manila I had \$212.14 in Manila money.

Mr. Warriner was next cross-examined. In what name were you married?—White Warriner.

You travelled on the *China* in the name of White?—Yes.

And stayed at the Grand Hotel in the name of Mr. and Mrs. White?—Yes.

You travelled to Manila as Mr. and Mrs. H. A. Warriner?—Yes.

Mr. Russ, addressing his Worship, said the demeanour of defendant, who came up from Manila at his own expense to stand his trial, was that of an honest man.

HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, June 26th.

INTERNATIONAL HORSE SHOW.

Once more the great International Horse Show at Olympia has shown how foreign military riders can outclass our own men in the spectacular riding of the ring. I hear that in spite of the previous criticism of our service methods, the prejudice in this country, especially among the military riders, against what they term "trick" riding, is hard to exercise, and a good many of our own riders still contend that cross-country riding in the hunting field is good enough to equip a man for any useful riding. But there are signs that some of the hunting-men and officers are finding more in the Continental methods than they thought at first and in consequence are paying more attention to the possibilities of the riding school. Anyway, these international shows are a very pleasant interlude in the London season, and certainly one of the most interesting and instructive gatherings held in London during the year.

LABOUR UNREST.

These are unhappy days for strike leaders in London. The great national strike proclaimed by Ben Tillett and other agitators has failed to a ludicrous extent, and the men out in London don't feel very happy about it, though the loud-mouthed Ben does try to stimulate them day by day by frothy boasting of the "kpitellist." As a matter of fact, there is far more likelihood of the Transport Workers Federation smashing up than a strike developing that would seriously affect the country at large. The feeling against the militants is very strong among the more moderate men, I hear, and there is to be some very hot accounting when next the allied unions get together for a real brotherly chat. When Tom Mann went to gaol he was all for going slow with the syndicalist action, but directly he was out of the way Ben Tillett became "dictator," and he will hear some plain truths when Mann comes out again to find his organisation in smithereens.

THE WEEK-END HABIT—A NEW DEVELOPMENT.

Never before has summer found the "week-end" habit so firmly entrenched among even the moderately well-to-do. With the man with a car, anyway, the call to the country or the seaside is almost unanimously obeyed from Saturday to Monday. And now there are others who would send thirsty souls and minor offenders away for the week-end to gaol. Dr. A. H. Bygott, one of the advocates of this plan, contends that inebriates and petty lawbreakers mostly fall from the narrow path in the week-end leisure. So if they were locked up over Sunday they would be out of mischief and the lack of opportunities for the enjoyment of luxuries would be in itself a punishment. Moreover, adds the doctor, "by carefully thinking out the course of treatment the offender would receive in prison, he can be made very uncomfortable and at the same time taught how to enjoy leisure hours in a more profitable way."

EMIGRATION AND WIFE DESERTION.

Amazing statements are in circulation in Glasgow and other parts of Scotland as to the number of desertions of wives and families on the part of those who have emigrated to Canada. Of course a fair number of these have probably gone in the hope of making a home and then sending for their families, but the sum total to the Scottish taxpayers is rather startling. Glasgow, poor law officials declare the cost to them is not less than £6,000 a year, while for the whole of Scotland it is estimated at £30,000 a year.

THE KING AND HORSE RACING.

In spite of his reluctance to take up horse racing, and Queen Mary's dislike of gambling, King George appears to have become persuaded that the sport of kings is worth following. Hence he is showing much greater interest in the Turf than was the case a few years ago, and he now follows the doings of the Royal stud with the closest scrutiny. It is a matter for some regret to him that his stud is at present so deficient in quality, and steps to strengthen it are to be taken before another flat racing season comes round. It is now announced for one of King will visit Newmarket for one of the early meetings and will occupy his quarters at the Jockey Club. During the reign of the late King Edward it was currently asserted that the then Prince of Wales took no real interest in the Turf, and attended the races only at his father's request. It was likewise confidently asserted that whenever he came to the Turf the Royal racing stud would be broken up, but events have falsified that idea. What is true, however, is that the King never bets.

FRANCE AND MOROCCO.

The French campaign in Morocco has demonstrated to France what a valuable aid she has in the black troops from Senegal with which Generals Gouraud, Girardot and Colonel Larcade are sweeping the northern territory. Their bravery in the recent fighting has stirred the admiration even of seasoned officers, and there are declarations that the French army must be definitely made to include a black battalion, even in war against white men. Some thoughtful Frenchmen see danger in this bringing of negroes into the flush of military success, but the dropping birthrate in France and the consequent shortage of recruits makes the demands of the present peculiarly insistent.

MILITARY AFFAIRS IN INDIA.

There is some feeling being shown in the comments in the lobby at Westminster on the attitude of the Government in the refusing to allow the report of the Nicholson Commission that is now sitting in India to inquire into military matters in India, to inquire into military matters in India.

policy laid down by Lord Kitchener when Commander-in-Chief, but it is also said the instructions given to Lord Nicholson leave no other course open. One of the predicted recommendations is that the British garrison, especially as regards cavalry and artillery, should be reduced and a new scheme of distribution of British and Indian troops should be instituted. The India Office is reported to have given confidential instructions to Lord Nicholson to reduce the Indian charges if possible. Lord Kitchener was against a single soldier being removed when he was in supreme command, and the House of Commons will presently demand the reason for the change, if such a change is made.

THE CHANCELLOR'S SURPLUS.

The distribution of Lloyd George's six and a half million surplus has been well received on the whole, though it was surprising to find the Chancellor speaking so much with the voice of prudence and devoting five millions to the reduction of the national debt when there were clamorous dole-seekers all around. There is severe criticism of the attitude of the Government as to the naval position in the Mediterranean, but the item of this particular statement that has attracted most attention is the half million loan that is to be used for the development of Uganda, especially in the establishment of cotton growing on a sound basis. There is a bye-election about due in Manchester. Sir George Kemp being inclined to resign his seat over Home Rule, and the critics of the Government unkindly suggest that this loan is a sop for the Manchester man, who is keenly anxious to become independent of the American supply of raw material. The extreme Radicals don't like the loan much better, especially as there was a substantial one last year also. The Prime Minister and Lord Morley of Blackburn are the only members who were in the Gladstone Cabinet of 1892-4 which offended the Radicals of that time by determining upon the retention of Uganda when there was a serious question of its abandonment. In the earliest months of that administration, indeed, there were rumours in Radical circles that it was to be quitted by this country; but, after a prolonged fight in the Cabinet, its retention was decided upon. On the day the resolution was taken a Cabinet Minister who was asked if they intended to scuttle the region, replied, "Abandon Uganda! We are as likely to abandon Canada." Then, after a pause, he said, "Mark my words: Uganda, with proper development, will be the African Canada." To-day few people doubt the immense possibilities of this great stretch of comparatively temperate Africa.

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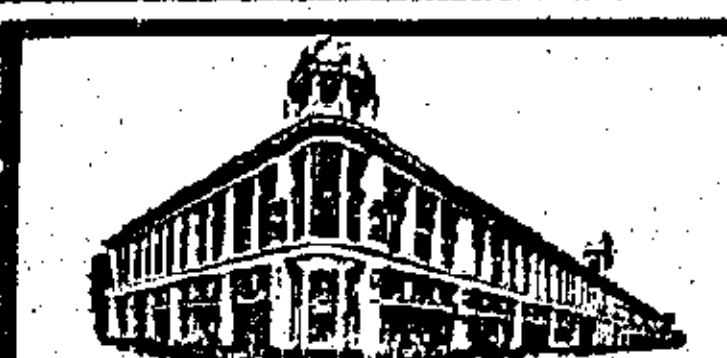
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"SHELL" TRANSPORT AND TRADING COMPANY (LTD.).

COMPETITION OF THE STANDARD OIL COMPANY.

The Annual General Meeting of the members of the above-named company was held on the 19th ult. at Winchester House, Old Broad-street, under the presidency of Sir Marcus Samuel, Bt., the chairman of the company.

The Chairman in the course of a lengthy address said:—When I last had the pleasure of addressing you I informed you that an American company had deliberately set itself to destroy prices and had made a dead set against Java. The words I then used were, "With a view, no doubt, of bringing about the ruin of the Dutch companies trading there." The Standard Oil Company of America pursued the design, which I then described as "sinister," until the end of 1911. To come immediately to the point, their policy, carried out over the entire domain in which we trade, has resulted in receipts from our joint companies of £260,000 less for kerosene sold in 1911 than in the preceding year. A similar course was adopted with regard to petrol, and notwithstanding that a duty of 3d. per gallon was placed by the Government on petrol in England, the low price of 1s. per gallon, including the duty, was maintained up till December, 1911. We are, as you are aware, also producers of paraffin wax, but, in proportion to the Standard Oil Company, very small producers. The Standard Oil Company, lowered the price for this article throughout the world, except in the United States (which was, and remains, one of our best markets). The Standard Oil Company apparently prefer selling their production outside the United States, after paying freight on it, at lower prices than they can obtain in their home markets. In the result, after writing off the enormous sum of \$222,000 for "depreciation" (but which really amounts to the extinction of all sums spent on capital account during the year), including the cost of the purchase of the Shanghai-Langkai Company's properties, which now stand at nothing in our books, we have been able to declare a dividend of 20 per cent. and to increase our undistributed profits to £294,985 11s. 11d.

We should probably have regarded the attack of the Standard Oil Company upon us with philosophical indifference had it not been that they are making a deliberate attempt to obtain a footing in the Dutch East Indies. I make no apology for again quoting from the remarks which I addressed to you on June 14th, 1911. After referring to the dead set made against the Dutch companies in Java, I stated that it has always been the policy of the Royal Dutch Company and ourselves to assist other companies not quite so fortunately placed. I expressed the firm belief that the Dutch Government would approve of our action in taking all the Dutch producers under our wing and in warding off the danger (which applied to all Dutch producers) of unfair competition. I announced that with this in mind we had come to the rescue of the Dordtsche Petroleum Company. The Dutch figure-heads, which the Standard Oil Company have put forward as representing them in Holland, have attempted to make out a case—firstly, that the Royal Dutch are not a bona-fide Dutch company controlled and managed by Dutchmen, and, secondly, that the shares are not held in Holland. The first point scarcely needs refutation. It was laid down as a fundamental principle in the association of the Shell and the Royal Dutch Companies that they should have the control, seeing that all our oil-producing territories at that time were situated in the Dutch Indies, and that 60 per cent. of the shares are held by the Dutch interests against 40 per cent. by the British. As to the second point, it is absolutely certain, for instance, that the Dordtsche shares, valued at 2½ million sterling, are held in small numbers throughout the whole of Holland. The same may be said of the Moera Enim and Sumatra Palembang Companies. Beyond the *ipse dixit* of the nominees of the Standard Oil Company there is not the slightest evidence to show that the same thing does not apply to the shares of the Royal Dutch. Finally, I am certain that the Dutch Government will realize the true state of affairs.

It is impossible to speak in terms of sufficient praise of the services rendered to Holland by the directors of the Royal Dutch, who have created a magnificent industry of which any nation might be proud. I refuse to believe that any Government could be so insane as to deliberately allow the introduction of an element which has been shown over and over again to be of a ruthlessly destructive character, and which has, by its methods, incurred the reprobation of its own Government, notwithstanding whose efforts, however, it may still be said of the Standard Oil Company, "plus ça change, plus c'est la même chose."

THE BALANCE-SHEET: THE DIVIDEND.

Reverting to the balance-sheet for the year ending December 31st, 1911, including the balance brought forward from 1910, there is a credit to the profit and loss account of £329,416 18s. 2d. Deducting all expenses, there remains £293,735 11s. 11d. to be carried to the balance-sheet. After payment of the dividends already distributed and making provision for the Preference dividends, there remains a balance of £269,985 11s. 11d., from which your directors recommend that a further and final dividend for the year 1911 of 2s. per share be paid on the 5th prox., making 20 per cent. for the year, leaving a sum of £294,985 11s. 11d. to be carried forward to the current year. The dividend is paid free of income-tax, which is still charged at the rate of 1s. 2d. in the pound. Summarized balance-sheets of the Bataafsche Petroleum Maatschappij and the Anglo-Saxon Petroleum Company (Limited), have been circulated with our own. Including amounts previously provided, it will be seen that from the inception of those companies in 1907 £3,207,000 has been written off for depreciation.

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MR. HARCOURT ON CIVIL SERVICE APPOINTMENTS.

Mr. Harcourt speaking in the House of Commons on the 27th ult. referred to what he called the attack of the right hon. gentleman the member for St. George's, Hanover-square, for his appointment to Governorships in Crown Colonies of men not in the Service. So long as it was admitted (he said) that such departures might be made for good reasons in special cases he had not much to dispute with the right hon. gentleman. The right hon. gentleman spoke of Mauritius as being a first-class Governorship, but as a matter of fact at the very moment of his appointment of Major Chancellor, he reduced the salary from £5,000 to £3,000, and so lowered the status of the Governorship. He felt that in the future, as all Secretaries of State had been in the past, he must be free, under certain circumstances and necessities, to select a distinguished man from outside the Service if he considered it essential. It had always been his intention first of all to consider all possible candidates within the Service whenever a vacancy occurred, and he hoped that assurance of his invariable habit would be satisfactory. He reminded the right hon. gentleman that during the years 1895 to 1906 Sir West Ridgeway, Sir Herbert Murray, Mr. Sterndale, and Sir Matthew Nathan, who were outside the Service, were appointed to Governorships, and he thought therefore the right hon. gentleman and he were quits on what he was not prepared to regard as a fault on either side. (Hear, hear.) With regard to the Bill to regulate the residence of judges in South Africa he was sure that they could depend on the South African Government to act rightly in the matter without diplomatic influence on his part. As to the exclusion of persons not of purely European descent from certain posts in the Federated Malay States the change was made by the right hon. member for St. George's, Hanover-square, and he had only amended the right hon. gentleman's literary style by adding the word "purely" in justice to those who might otherwise have been misled by the phraseology that was used. The Chinese and Malays despised mixed blood and disliked people of mixed blood being put in authority over them.

THE RECENT DEAL IN PHILIP-PINE SUGAR.

PROTESTS FROM ILOILO.

Iloilo, says the Manila Times, is up in arms against the sale of sugar consumed by the Bank of the Philippine Islands Friday when 10,000 tons of the local product were sold at 6.62 pesos. At least a part of Iloilo is put out and that part is responsible for two telegrams which were dispatched post haste to Manila Saturday when the deal was known to have been definitely closed.

The first wire came to Vanguardia for the Association de Periodistas and was reproduced in the Vanguardia of Saturday. It follows:

"The Bank of the Philippine Islands is obliging holders of sugar to sell out. This sale, according to ruling market prices, will inevitably bring ruin."

"The bank refuses all compromise, demanding the sugar as a settlement of account. The assistance of the press association is asked.—EL TIEMPO."

The second telegram came to the Times from the Enterprise-Press of Iloilo. It read:—"Bank of the Philippine calling in loans on 160,000 piculs of sugar, has caused a stir among speculators and farmers. It is possible that Iloilo exporters will take up local notes. Nothing has been sacrificed yet."

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SPARKLET SYPHON

and a dozen Bubbles you can make a dozen Syphons of delicious Mineral Water, and the cost is less than if you buy factory-made Mineral Water. All Chemists and Stores sell PRANA SPARKLET SYPHONS AND BULBS.

Price of SYPHON 22 each. 1 BULBS 50 cents per box. WHOLESALE PRICES: \$16.00 F.O.B. BULBS per doz. boxes ... \$ 8.00 F.O.B.

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NOTICES TO CONSIGNEES

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NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Bristol" from Havre ex s.s. "Breston" from Bordeaux ex s.s. "Leroy Lallier," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the lazarets and or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Underigned, Goods remaining undischarged after the 22nd inst. at Noon will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 25th inst., or they will not be recognized.

All damaged packages will be examined on the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 15th July, 1912. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA," Arrived Hongkong on 17th July, 1912. FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex s.s. "Mongolia," From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless intimation is given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent. Hongkong, 17th July, 1912. [1]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"DILWARA," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 22nd July will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underigned.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, 19th July, 1912. [921]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA," Arrived Hongkong on 18th July, 1912. FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless intimation is given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent. Hongkong, 18th July, 1912. [1]

THE NEW FRENCH REMEDY.

THERAPION No. 1 CURES DISCHARGES, EITHER WITH OR WITHOUT INJECTIONS.

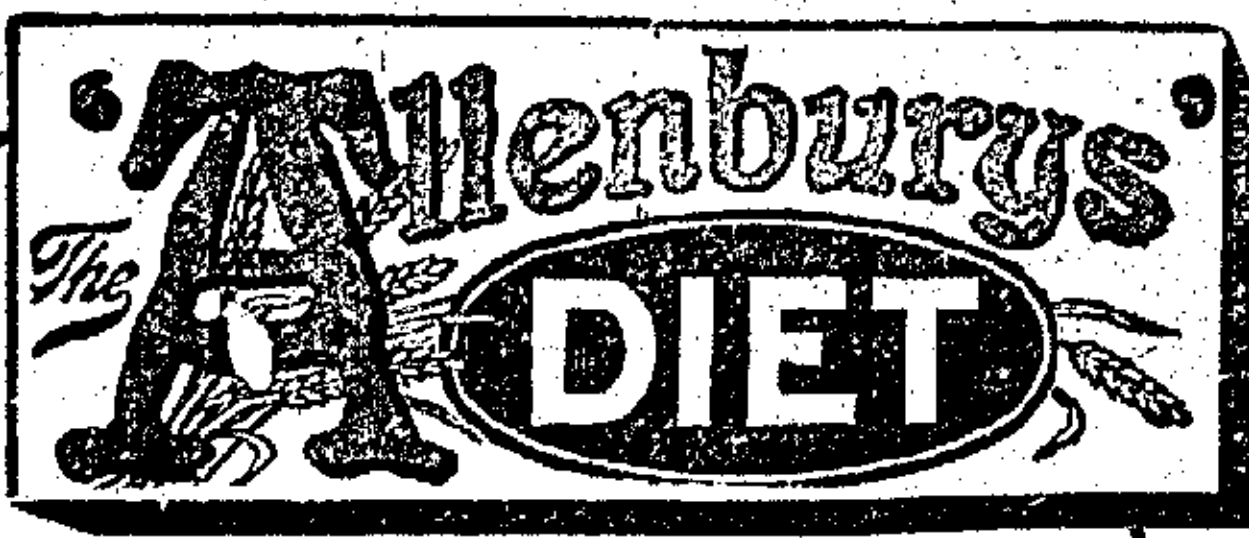
THERAPION No. 2 CURES BLEPHARITIS, RED EYES, EYE INFECTIONS.

THERAPION No. 3 CURES ALL AFFECTIONS OF THE EYES, INCLUDING CATARACTS, GLAUCOMA, ETC.

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NILE	11,000	TUESDAY,	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY,	6th Aug., at 1 P.M.
PERBIA	9,000	TUESDAY,	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY,	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY,	17th Sept., at 1 P.M.
CHINA	12,000	TUESDAY,	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY,	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY,	15th Oct., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO VICTORIA VANCOUVER B.C. SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS. CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

S.S. "LORD DERBY" 7,000 tons...Sailing Aug. 15th

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offered. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

Telephone No. 780. KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: FROM COLOMBO: 10th August.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 22ND JULY, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN." 10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

TUESDAY, 23RD JULY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM." 10 p.m. "FATSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 28th JULY.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HUI-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 538 tons, and S.S. "NANNING" 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mannings (First Floor), opposite the Blake Pier. [143]

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.) MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID. S.S. "BOHEMIA" 7,500 tons, will leave at above on 19th August. S.S. "AFRICA" 8,800 tons, will leave at above on 19th September.

TO SHANGHAI.

S.S. "BOHEMIA" 7,500 tons, will leave at above on 4th August. Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste Venice, 250 1st, £36 2nd, £20 3rd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "VORWAERTS" 12,900 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 30th July. S.S. "SILESIA" 13,900 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUEZ, PORT SAID, on 30th July.

These Steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—

SANDER, WIELER & Co., Agents,

Hongkong, 22nd July, 1912. Prince's Building. [145]

SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons. S.S. CHIYO MARU ... 21,000 tons. S.S. SHINYO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 526.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMERS

Tons

DATE OF SAILINGS.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	—	—	JAVA	Second half of July.
TJIKINI	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIPANAS	JAVA	Second half of July.	JAPAN	Second half of July.
TJIMANOEK	JAPAN	Second half of July.	JAVA	First half of August.
TJITAROEM	JAVA	First half of August.	JAPAN	First half of August.
TJIBODAS	JAVA	First half of August.	JAPAN	First half of August.
TJILATJAP	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJILIWONG	JAVA	Second half of August.	JAPAN	First half of September.

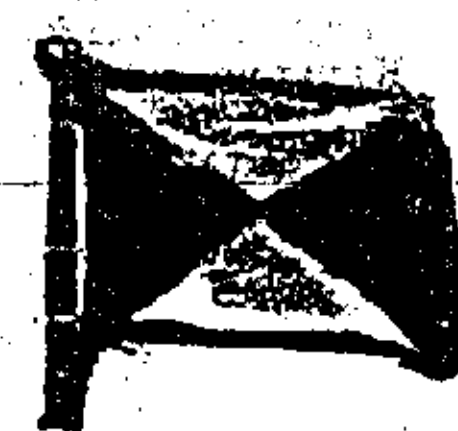
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Hongkong, 15th July, 1912.

Telephone No. 375.



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 30th July, 4 p.m.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 11th July, 1912. PHILIPPINES S.S. Co. [13]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" Capt. H. REHM	17,000	{Wednesday, 24th July, at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"LUETZOW" Capt. J. BORTFELD	17,300	{About Wednesday, 24th July.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. L. KLINGST	6,750	{Saturday, 10th Aug., at 9 a.m.
KOBE and YOKOHAMA	"COBLENZ" Capt. L. KLINGST	6,750	{About Tuesday, 23rd July.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBIL	5,000	{Middle of August.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to NORDDEUTSCHER LLOYD, MELOHRS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 18th July, 1912

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "DILWARA" 5,378 tons, Capt. W. J. Bishop, left CALCUTTA on 3rd July, will be despatched for SHANGHAI, KOBE and MOJI on 24th July. S.S. "ARRATON APCAR" 4,450 tons, Capt. F. M. Austin, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offered) on 5th August.

WESTWARD.

S.S. "GREGORY APCAR" 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 25th July. S.S. "TORILLA" 6,679 tons, Capt. C. J. Swanson, R.N.R., will be despatched as above on 31st July.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.

Hongkong, 17th July, 1911.

AGENTS. [892]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-5, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

PASSAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

PASSED THE CANAL.

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

By CHAS. J. HALDUMBE

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME which consists of 461

Pages, and includes a Sketch Plan of

historical interest showing the disposition of

the Forces at the battle of Kwintin, is dedicated

to Sir ROBERT HART, G.C.M.G., and Dr. A. B. BERNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it

gives into political conditions in China, makes

"CHILDREN OF FAR CATHAY" an excellent

volume for presentation to friends at Home.

Well bound in Yellow Cloth with Chinese emblem in Gold.

DRYDEN

STED

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	POONA Capt. A. F. Vine, R.N.R.	About 24th July.	Freight only.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 25th July.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	About 1st August.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. E. P. Martin, R.N.R.	Noon, 3rd Aug.	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 22nd July, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 22nd July, 8 A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 23rd July, 4 P.M.
SHANGHAI	"CHENAN"	On 25th July, 4 P.M.
SWATOW, AMOY, NINGPO and SHANGHAI	"FOOCHOW"	On 26th July, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"YINGCHOW"	On 27th July, 4 P.M.
SHANGHAI	"YINGCHOW"	On 27th July, 4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 30th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINESE" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

F & Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd July, 1912. Telephone 36. [8]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS		On 23rd July, at Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

36

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 23rd July, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 26th July, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Black Pier). During the month of July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 18th July, 1912.

[7]

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE, BREMEN, HAMBURG and ANTWERP:
S.S. GOLDENFELS ... 24th July.	S.S. SAMBIA ... 22nd July.
S.S. SUEVIA ... 2nd August.	FOR MARSEILLES, HAVRE and HAMBURG:
S.S. PISA ... 15th August.	S.S. SILESIA ... 5th August.
S.S. O. J. D. AHLERS ... 22nd August.	FOR HAVRE, ROTTERDAM and HAMBURG:
S.S. C. FERD. LABISZ ... 11th Sept.	S.S. FUERST BUELOW ... 15th August.
S.S. ARCADIA ... 24th Sept.	FOR HAVRE, BREMEN and HAMBURG:
For further Particulars, apply to—	S.S. GOLDENFELS ... 23rd August.
	FOR HAVRE, ROTTERDAM, & HAMBURG:
	S.S. BRIGAVIA ... 5th Sept.
	FOR HAVRE and HAMBURG:
	S.S. SUEVIA ... 11th Sept.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd July, 1912.

[10]

TOYO KISEN KAISHA.IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd July, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, PONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 31st July, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$100.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steamer Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSU MARU"	WED'DAY, 24th July, at 10 A.M.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co.'s wharf (near the Harbour Office, Praya Central). For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER.

7778-7

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer	16,000	WED'DAY, 31st July, at Daylight.
	AKI MARU Capt. B. Kon	12,000	WED'DAY, 14th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SADO MARU Capt. Aekawa	12,500	TUESDAY, 30th July, at 4 P.M.
	YOKOHAMA MARU Capt. N. Noda	12,500	TUESDAY, 13th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sekino	7,000	FRIDAY, 2nd Aug., at Noon.
	NIKKO MARU Capt. N. Yagi	9,600	FRIDAY, 30th Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU Capt. K. Soyeda	12,500	FRIDAY, 26th July.
KOBE and YOKOHAMA	KAGA MARU Capt. Takawa	12,000	WED'DAY, 31st July, at 5 P.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Noguchi	5,000	WED'DAY, 31st July.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU Capt. M. Yagi	9,500	WED'DAY, 31st July, at Noon.
SHANGHAI and KOBE	KIRIN MARU Capt. M. Deguchi	4,000	MONDAY, 29th July.

Fitted with New System of Wireless Telegraphy.

Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

Regular Fortnightly Service

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong:—

"CEYLON MARU," 6,000 tons, Capt. Terawa, Saturday, 27th July.
"HIROSHIMA MARU," 4,000 tons, Capt. Hirata, Saturday, 13th Aug.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$ 81 \$ 75 \$ 65 \$ 57

With option of Rail between Steamers Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE NOS. 292 and 1241.

[12-13-656]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to	Connecting Steamer from	Due	Due
	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
Steamer	Tons	Steamer	Tons	
DELTA	8000	"MALOJA"	12500	SUNDAY
ARCADIA	7000	"MONGOLIA"	10000	SATURDAY
				Sept. 1
				Sept. 7
				Sept. 15
				Sept. 21
				Friday
ASSAYE	7500	"MEDINA"	12500	SATURDAY
INDIA	8000	"MALWA"	11000	SUNDAY
DEVANHA	8000	"MOOLTAN"	10000	SUNDAY
CHINA	8000	"MACEDONIA"	10500	SUNDAY
DELTA	8000	"MOREA"	11000	SUNDAY
				Oct. 4
				Oct. 18
				Oct. 26
				Nov. 1
				Nov. 15
				Nov. 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

(INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
NUBIA	6000	September 4
SARDINIA	7000	September 18
NAMUR	6700	October 16
NANKIN	7000	October 30
NYANZA	6700	November 13

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £56.0 SINGLE £82.10 RETURN.

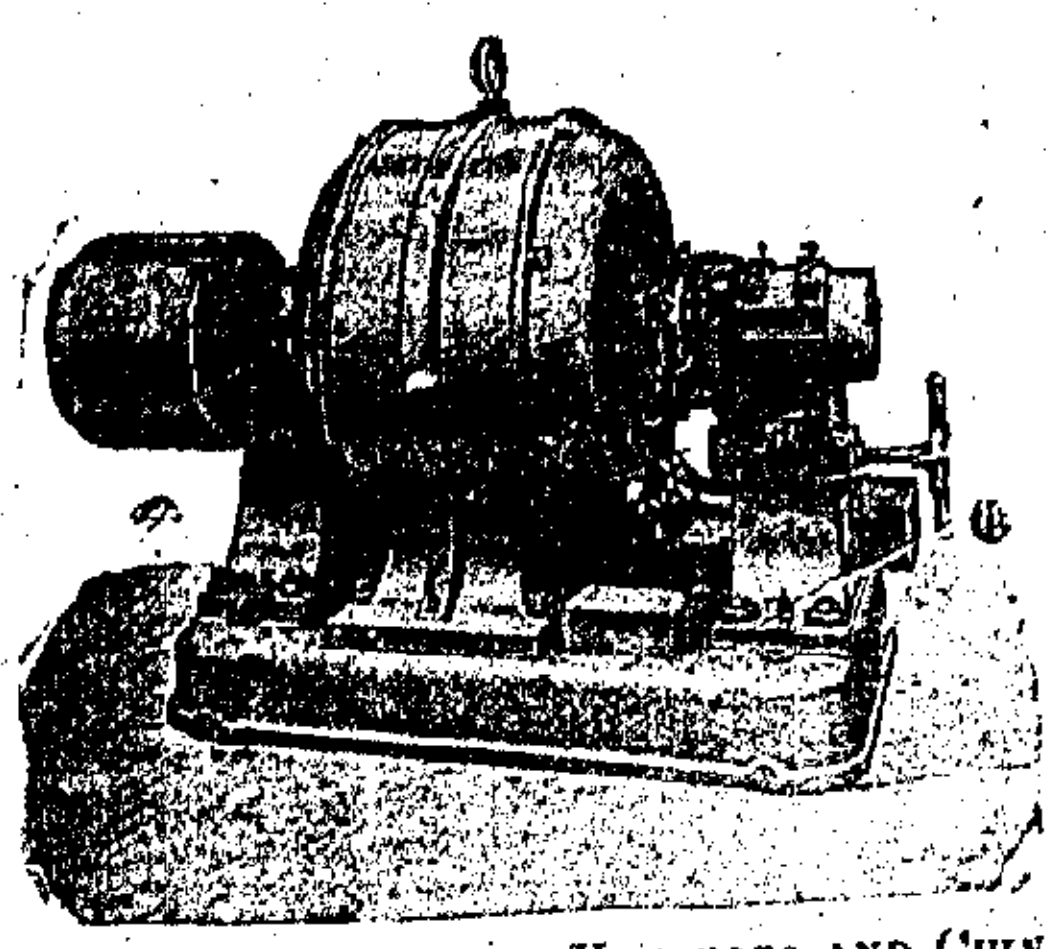
2nd " £38.10 " £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,

Acting Superintendent.

781



Titan

BERGERHOF

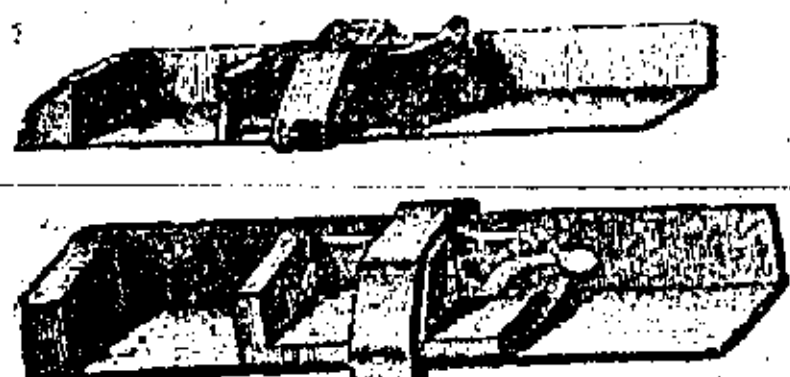
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DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.

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HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 19th July, 1912.

G. E. REINHARDT,
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and all other Printing Material in
excellent quality and finish.

General Agent for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 19th July, 1912.



OBTAINABLE FROM—

THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.

Hongkong, 19th July, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Yeddo, with the London mail, dated 18th June, may be expected here on or about Friday, the 26th inst.

The Luton, with the German Mail, left Singapore on Friday, the 19th inst., at 10 p.m., and may be expected here on or about Wednesday, the 24th inst., at daylight.

FOR	PER	DATE
Macao	Sui Tai ...	Monday, 22nd, 1.15 P.M.
Bangkok	Machew ...	Monday, 22nd, 5.00 P.M.
Haiphong and Pakhoi	Hanoi ...	Tuesday, 23rd, 9.00 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C. and Tacoma	Panama Maru ...	Tuesday, 23rd, 10.00 A.M.
Swatow	Hangsang ...	Tuesday, 23rd, 10.00 A.M.
Australia, Tasmania and New Zealand	St. Albans ...	Tuesday, 23rd, 10.00 A.M.
Swatow, Amoy and Foochow	Hatschiny ...	Tuesday, 23rd, 10.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONGKONG, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	Chiyo Maru ...	Registration ... 10.00 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Registration ... 9.30 A.M.
Macao	Sui Tai ...	Letters ... 11.00 A.M.
Shanghai, North China and Japan via Kobe	Dilward ...	Tuesday, 23rd, 1.15 P.M.
Philippine Islands	Tamsey ...	Tuesday, 23rd, 3.00 P.M.
Swatow, Amoy and Asping	Sosho Maru ...	Wednesday, 24th, 9.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via NARVAL	Yorck ...	Registration ... 10.00 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Registration ... 9.30 A.M.
Macao	Sui Tai ...	Letters ... 11.00 A.M.
Straits and India via Calcutta	Gregory Agour ...	Wednesday, 24th, 1.15 P.M.
Macao	Sui Tai ...	Thursday, 25th, NOON
Shanghai and North China	Chenau ...	Thursday, 25th, 1.15 P.M.
Swatow, Amoy and Foochow	Haitan ...	Friday, 26th, 3.00 P.M.
Wahaiwei and Tientsin	Chipsing ...	Friday, 26th, 11.00 A.M.
Macao	Sui Tai ...	Friday, 26th, 1.15 P.M.
Swatow and Amoy	Fochoie ...	Friday, 26th, 3.00 P.M.
Straits and India via Calcutta	Kutany ...	Saturday, 27th, 11.00 A.M.
Straits and Burma	Tunda ...	Saturday, 27th, 1.00 P.M.
Philippine Islands	Yuenang ...	Saturday, 27th, 1.15 P.M.
Macao	Huichow ...	Saturday, 27th, 3.00 P.M.
Wahaiwei, Chefoo and Tientsin	Yingchow ...	Saturday, 27th, 5.00 P.M.
Shanghai and North China	Yingchow ...	Tuesday, 30th, 1.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARGHERITE	Polynesian ...	Registration ... 10.00 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Registration ... 9.30 A.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C. and Seattle (Wash)	Sado Maru ...	Tuesday, 30th, 3.00 P.M.
Straits and Ceylon	Kamo Maru ...	Tuesday, 30th, 5.00 P.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via BRINDISI	Delta ...	Registration ... 10.00 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Registration ... 9.30 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (Late Letters 11.00 to 11.30 A.M. Extra postage 10 cents) The Parcel mail will be closed on Friday, the 2nd August at 5 p.m.		

COMMERCIAL.

CLOSING QUOTATIONS.

ON LONDON	July 20th.
Telegraphic Transfer	1011 1/2
Bank B/L's, on demand	111 1/2
Bank B/L's, at 30 days' sight	111 1/2
Bank B/L's, at 4 months' sight	111 1/2
Credit, at 4 months' sight	111 1/2
Documentary B/L's 4 months' sight	111 1/2
ON PARIS	
Bank B/L's, on demand	250 1/2
Credit, at 4 months' sight	250 1/2
ON GERMANY	
On demand	103 1/2
ON NEW YORK	
Bank B/L's, on demand	48 1/2
Credit, at 60 days' sight	49 1/2
ON BOMBAY	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
ON CALCUTTA	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
ON SHANGHAI	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA	
On demand	97 1/2
ON MANILA	
On demand	97 1/2
ON SINGAPORE	
On demand	85 1/2
ON BATAVIA	
On demand	119 1/2
ON HAIPHONG	
On demand	1 1/2 p.m.
ON SAIGON	
On demand	64 1/2
ON BANGKOK	
On demand	110.00
Gold Leaf, 100 fine, per tola	\$52.40
BAR SILVER, per oz.	27 1/2

SUBSIDIARY COINS.

	per cent.
Chinese	20 cents piece, \$8.00 discount.
Chinese	10 " " \$8.48 " "
Hongkong	20 " " \$7.10 " "
Hongkong	10 " " \$8.20 " "

MAILS VIA SIBERIA.

London	Shanghai
July 3rd.	July 20th.
July 6th.	July 22nd.

SHARE LIST.—QUOTATIONS.

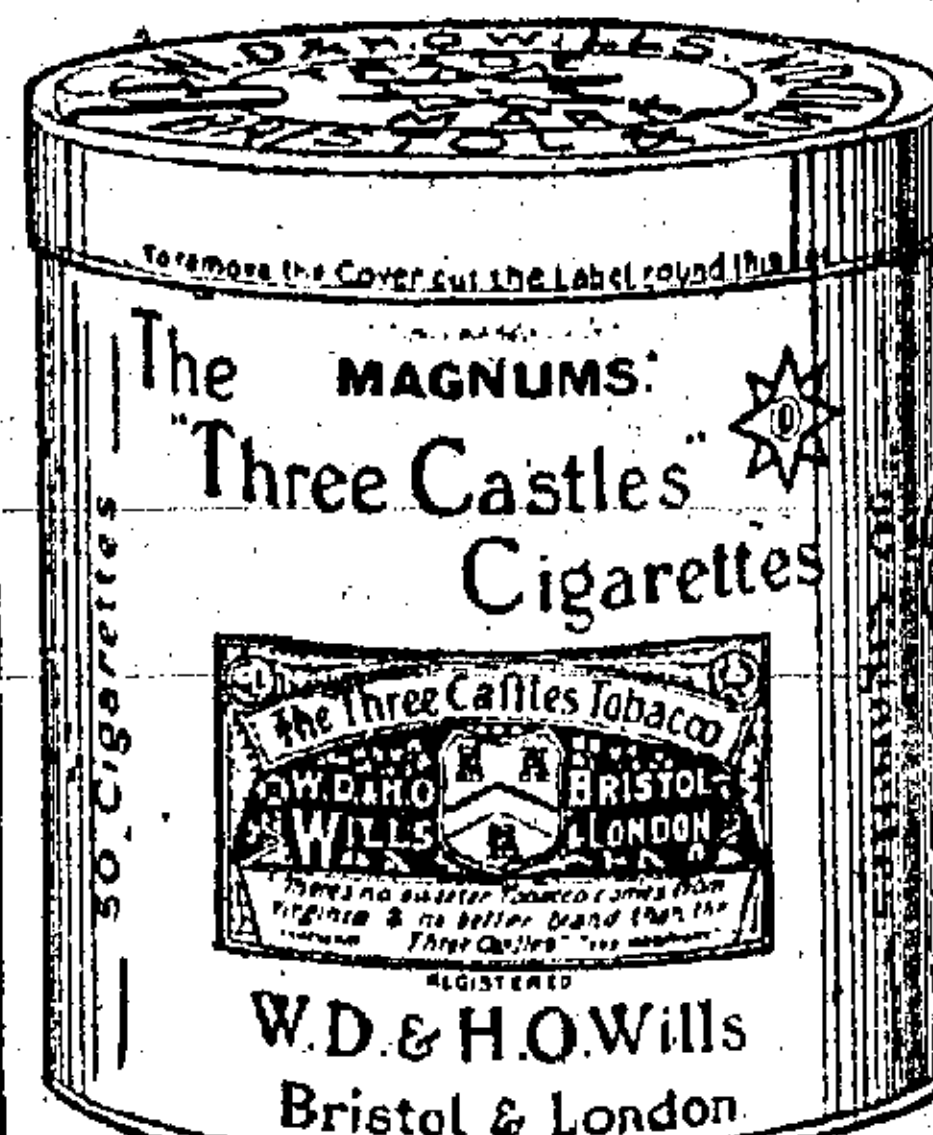
HONGKONG, 20TH JULY, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	128 1/2, sales
China Bank Corporation, Limited	60,000	\$12	all	18 1/2, sales
China Light and Power Company, Limited	50,000	\$5	all	12 1/2
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	18 1/2, sales
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 96
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	15
Dairy Farm Company, Limited	40,000	\$7 1/2	all	22
DOCK AND WHARVES.				
Hongkong & Wharves Co., Ltd.	60,000	\$50	all	162
Hongkong and Wharves Dock Co., Ltd.	50,000	\$50	all	145, sales
New Amoy Dock Co., Limited	10,000	\$50	all	16 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 93
Green Island Cement Co., Limited	400,000	\$10	all	\$4.10, sales
Hongkong Electric Co., Limited	60,000	\$10	all	\$1.15, buyers
Hongkong Hotel Company, Limited	12,000	\$25	all	\$74, buyers
Manila Metropolitan Hotel Limited	15,000	P. 10	all	P. 8 1/2
Hongkong Ice Company, Limited	50,000	\$25	all	\$210, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19 1/2, buyers
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, sellers
INSURANCES.				
Canton Insurance Co., Limited	10,000	\$250	\$50	127 1/2
China Fire Insurance Co., Limited	20,000	\$100	\$20	135
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355
North-China Insurance Co., Limited	12,400	\$15	\$5	Tls. 135
Union Insurance Society, Limited	12,000	\$250	\$100	\$800, sellers
Yantai Insurance Association, Limited	12,000	\$100	\$50	\$195, 2 1/2
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$106, 105, 105, 105
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7.95, buyers
Kowloon Land and Building Co., Ltd.	9,000	\$50	all	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	\$56 1/2, buyers
West Point Building Co., Limited	12,500	\$50	all	Tls. 63
Mitsubishi Bldg. Co., Ltd.	25,000	Gds. 10	all	
Landbank exploitation in Langkat				
MINES.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35 1/2
Tromps Mines, Limited	160,000	\$1	all	72 1/2
Hawwood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	4 1/2, buyers
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2, sellers
Philippine Co., Limited	50,000	\$10	all	\$1
RAPIDITIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$118, buyers
Luen Sugar Refining Co., Limited	7,000	\$100	all	\$31, buyers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$71 1/2, 10s.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	105 1/2
Star Ferry Company, Limited	10,000	\$10	all	\$38, buyers
South China Morning Post, Limited	10,000	\$10	all	\$50, buyers
Steam Laundry Company, Limited	6,000	\$25	all	\$22
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$7
Watkins, Limited	10,000	\$10	all	\$4, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$4 1/2, sal. & buy.
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12
Societe des Papiers et Papeteries du Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 only.	\$10	all	\$4, buyers
Union Waterboat Co., Limited	100 shares	\$10	all	\$300
RUBBER.				
Para Rubber in London				4/10 per lb., sellers
Loans.				
Chinese Imperial 1896	Amount.	Value.	Interest.	Quotation.
	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par
TO-NIGHT				
9 p.m.—Bandmann Opera Co. at the Theatre Royal—"The Dollar Princess."				
FORTHCOMING EVENTS.				
Tuesday, 23rd July—				
5.30 p.m.—Lecture on Christian Science at the Theatre Royal.				
Wednesday, 24th July—				
12.30 p.m.—The Star Ferry Co., Ltd., Extraordinary General Meeting.				
Tuesday, 6th August—				
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd., Ninety-Second Ordinary Half-Yearly Meeting.				
ON SALE.				
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1911. With Index. Price \$7.50.				
On Sale at the "HONGKONG DAILY PRESS" Office.				
Hongkong, 26th March, 1912.				

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IF SO, MESSRS. W. D. & H. O. WILLS

"THREE CASTLES" MAGNUMS



Will just suit you. It is HAND-MADE, QUITE free from dust, and will please the most fastidious Smoker.

Obtainable in air-tight tins of 50 from all Dealers.

ASK FOR

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TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

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MILKMAID

CONDENSED MILK.
STERILIZED NATURAL MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

DRAUGHT ENGLISH ALES and STOUTS IN PATENT STONE JARS

OF 1, 2, 3 and 5 GALLONS.

The Jars are fitted with Patent Taps which enable consumers to draw off small quantities from time to time.

The Ales in these Jars keep in good condition for about one week.

A long-felt want for Picnic and Bathing Parties.

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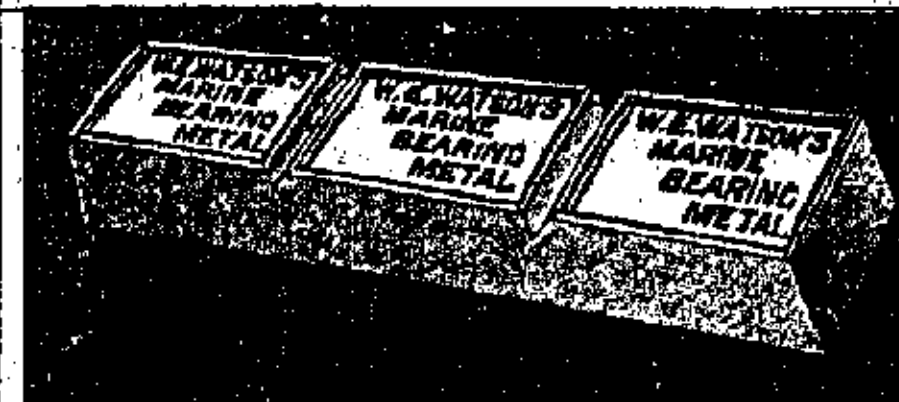
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"MARINE BEARING"

FOR LINING BEARINGS

AND FRICTIONAL PARTS OF MACHINERY.

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